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CENTRAL INTELLIGENCE AGENCY

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INFORMATION REPORT

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SECURITY INFORMATION

50X1-HUM

COUNTRY	Czechoslovakia	REPORT	
SUBJECT	Chocen Airfield and Let Aircraft Factory, Chocen	DATE DISTR.	6 November 1953
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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

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1. The airfield and aircraft factory at Chocen (0 50/N 09) were built in 1934 or 1935. During the German occupation of Czechoslovakia during World War II, the airfield was enlarged to cover an area 1,500 meters square and was used as an operational airfield by the Luftwaffe. After the war, the Mraz aircraft factory was nationalized and the airfield was taken over by the nationalized factory, which is called the Let factory.

2. The airfield is located to the west of Chocen, near the Chocen - Vysoke Myto and Chocen - Prague railroad lines. The northern boundary of the field is the Chocen-Vysoke Myto line, which branches off from the triple-track Ceska Trebova - Kolin - Prague line.[1]

3. At the northeast corner of the airfield is the Dvorisko railroad station, which was built in 1952. The eastern boundary of the field is formed by a forest. A newly-constructed paved road links the Chocen - Vysoke Myto highway with the Dvorisko station and skirts the airfield.

4. A rural road, kept in good repair, marks the western boundary of the field; it is chiefly used by airfield personnel. At the southeast corner of the field this road forms an almost rectangular turn, runs along the southern edge of the field and leads to the village of Dvorisko.

5. The surface of the field is grass on a hard clay base. The landing area is estimated at from 800 to 1,000 meters, but in case of need the entire area of 1,500 by 1,500 meters could be used. A drainage system was installed during World War II which consisted of drainage pipe with an outlet into a small fishpond in the village of Slatiny, north of the Chocen - Vysoke Myto railroad line.

6. A hangar measuring 30 by 40 by 8 meters stands in the southwest corner of the airfield; south of the hangar is the factory guards' building, and still farther

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south is a large brick hangar 30 by 60 by 10 meters in size. The hangar doors are at the side. In the southwest corner of the field is a fuel pump with an underground tank which is about one meter below the surface and measures 6 by 4 by 3 meters.

7. The field has no special lighting equipment other than electric reflectors fixed to the roofs of the hangars; these have not been observed in use. The field is not known to have a short-wave transmission station.

8. Sokol MC-1 and Fieseler-Storch aircraft, which are to a large extent assembled in this factory, are tested on the Chocen field.

9. The field is guarded by the plant militia, which partrols around it. There is a time clock at each corner of the field for timing the patrols. Each patrol consists of two men armed with automatic hand weapons. The chief sentry post is at the guardhouse, which has a direct telephone line to the SNB in Chocen.

1. [redacted] Comment: This line has been equipped to run on electricity in the Kolin - Ceska Trebova - Olomouc sector, but it is not yet running on electricity.

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